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STATE DOCUMENTS

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ANNUAL
REPORT OF THE
MONTANA DEPARTMENT OF HIGHWAYS
1972



TO THE
GOVERNOR OF MONTANA
HONORABLE FORREST H. ANDERSON

FISCAL PERIOD
JULY 1, 1971 to JUNE 30, 1972

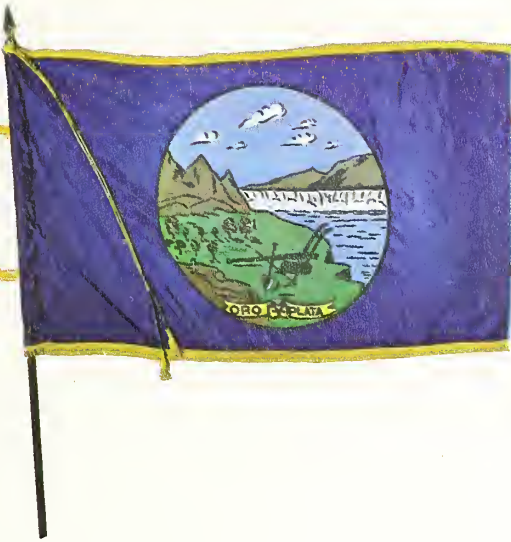
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FORREST H. ANDERSON
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

IN REPLY REFER TO:

November 1, 1972

The Honorable Forrest H. Anderson
Governor
State of Montana
Helena, Montana 59601

Dear Governor Anderson:

In accordance with the requirements of Section 82-4002 R. C. M. 1947 as ammended, we transmit to you the report of the Montana Department of Highways covering the fiscal year ended June 30, 1972.

The Department of Highways was activated on December 16, 1971, and, under Executive Reorganization, extensive changes were effected in the organization. One level of supervision was eliminated in the construction engineering and maintenance sections. This had the effect of separating the engineering and maintenance functions. Old and new Organization charts are included in this report to illustrate the changes made thus far.

Under Executive Reorganization, the Highway Commission is more fully informed on every important financial transaction.

The Department of Highways Motor Pool Division was activated on July 1, 1971. Operational records show that in order to make the Motor Pool fully effective, all agency vehicles must be under its control; and, further, the use of state vehicles should be mandatory. Presently, the Motor Pool is in litigation to determine whether or not it can own state vehicles and charge state agencies an assessment for depreciation.

GEORGE VUCANOVICH, CHAIRMAN
HELENA

G. R. COONEY
BUTTE

P. L. BACHELLER
BILLINGS

JAY LA LONDE
SIDNEY

JOHN D. WHEELER, SECRETARY
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
BLACK EAGLE



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FORREST H. ANDERSON
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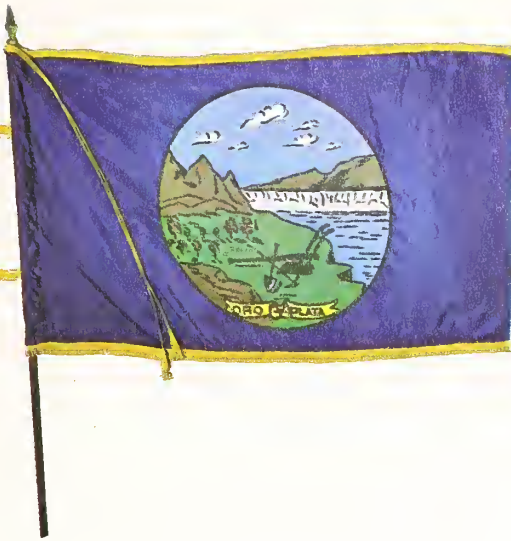
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DEPARTMENT OF HIGHWAYS

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The Honorable Forrest H. Anderson
November 1, 1972
Page 2

While details are not included in this report, some informal organizational changes have been made in the Department of Highways; and more are being considered and carefully studied.

A new inventory accounting control system was established and adapted to data processing procedures. This was done to improve the accuracy and currency of data as well as to provide better control over the size of inventories. The Department also modified existing accounting and budgeting systems to provide information required by the statewide Budgeting and Accounting system. Several major existing programs were rewritten to utilize to a greater degree the capabilities of the IBM 360 O S System. Under the direction of the Planning and Research Bureau, major progress was made in the development of urban transportation plans for the larger cities. Also, a Functional Highway Classification Study for highways, roads and streets in Montana was completed as required by Congress.

Four factors, however, are of immediate and future concern: 1 - reduced Federal funding; 2 - the hard reality of inflation; 3 - environmental considerations with their costly, time-consuming and delay-causing characteristics; and, 4 - a variety of red tape. These factors, individually and in concert, tend to reduce the effectiveness of the Department in the development of highway programs for the present and for the future.

If state funding is reduced because of a diversion of state funds by the Legislature soon to be in session, this additional factor inevitably would reduce the highway program even further.

Respectfully submitted,

MONTANA DEPARTMENT OF HIGHWAYS

A handwritten signature in dark ink, appearing to read "H. J. Anderson", is written over a circular stamp or seal.

H. J. Anderson
Director of Highways

HJA:KA:jap

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PRINCIPAL OFFICERS AND OFFICES

PRINCIPAL ADMINISTRATIVE OFFICERS

Forrest H. Anderson, Governor

STATE HIGHWAY COMMISSION

OFFICER	TERM OF OFFICE	ADDRESS
George Vucanovich, Chairman	2-1-71 2-1-75	443 Fuller Ave. Helena
William M. Kessner, Vice-Chairman	2-1-69 2-1-73	245 22nd Ave., N.W. Great Falls
G. R. Cooney, Member	2-1-69 2-1-73	600 So. Arizona Butte
Pierre L. Bacheller, Member	3-14-72 2-1-73	2034 Mariposa Lane Billings
Jay Lalonde, Member	4-28-72 2-1-75	504 4th Ave., S.E. Sidney
John D. Wheeler, Secretary		Helena

H. J. Anderson, Director of Highways

PRINCIPAL OFFICE

Montana Department of Highways Building, Helena

PRINCIPAL OFFICERS AND OFFICES CONTINUED

Department of Highways Personnel

OFFICER	ADDRESS
Nicholas A. Roterling - Administrator Legal Division	Headquarters Bldg.
Roy Broughton - Administrator Personnel Division	Headquarters Bldg.
Howard T. Buswell - Administrator Centralized Services Division	Headquarters Bldg.
Jack R. Beckert - Administrator Engineering Division	Headquarters Bldg.
Don B. DeVore - Administrator Motor Pool Division	Fairgrounds
William Mortieau - Administrator Gross Vehicle Weight Division	East of Helena
Donald D. Gruel - Administrator Maintenance Division	Headquarters Bldg.

BOARD OF HIGHWAY APPEALS

MEMBERS

Patrick R. Hooks

Townsend

Paul T. Smith

Boulder

Donald Scothorn

Stevensville

Mail Address ...

P. O. Box 939, Helena, Montana

LEGAL REFERENCES

HISTORICALLY

The Montana Department of Highways -- then known as the State Highway Commission -- was created by legislation passed on March 13, 1913. Between that date and the present time, many laws have been passed affecting the Commission, and these laws were recodified under Chapter 197 of the 1965 Session Laws. Sections 32-1619 through 32-2716, R.C.M. 1947, as amended define the principal activities of the Department. The Commission itself consists of five members appointed by the Governor from five commissioner districts. Sections 82A-701 and 82A-702 provide that the head of the Department of Highways is the Director of Highways.

GENERALLY

The Laws relating to the operations of the Montana Department of Highways are, for the most part, contained in Chapter 197, Montana Session Laws of 1965, and all amendments thereto. Chapter 197 was entitled in part as follows:

AN ACT TO BE KNOWN AS THE MONTANA HIGHWAY CODE,
FOR THE CODIFICATION AND GENERAL REVISION OF THE
LAWS PERTAINING TO HIGHWAYS, INCLUDING PLANNING,
CONSTRUCTION, AND MAINTENANCE.

Chapter 197 has been segregated into various statutes with appropriate section numbers and these are contained in TITLE 32, Revised Codes of Montana, 1947, as amended; subject to the changes effected through the Executive Reorganization Act of 1971.

Operating policies designed to carry out the expressed legislative intent are contained in various manuals including but not limited to, the Construction Manual, the Right-of-Way Manual, the Personnel Manual, the Accounting Manual and the Legal Manual.

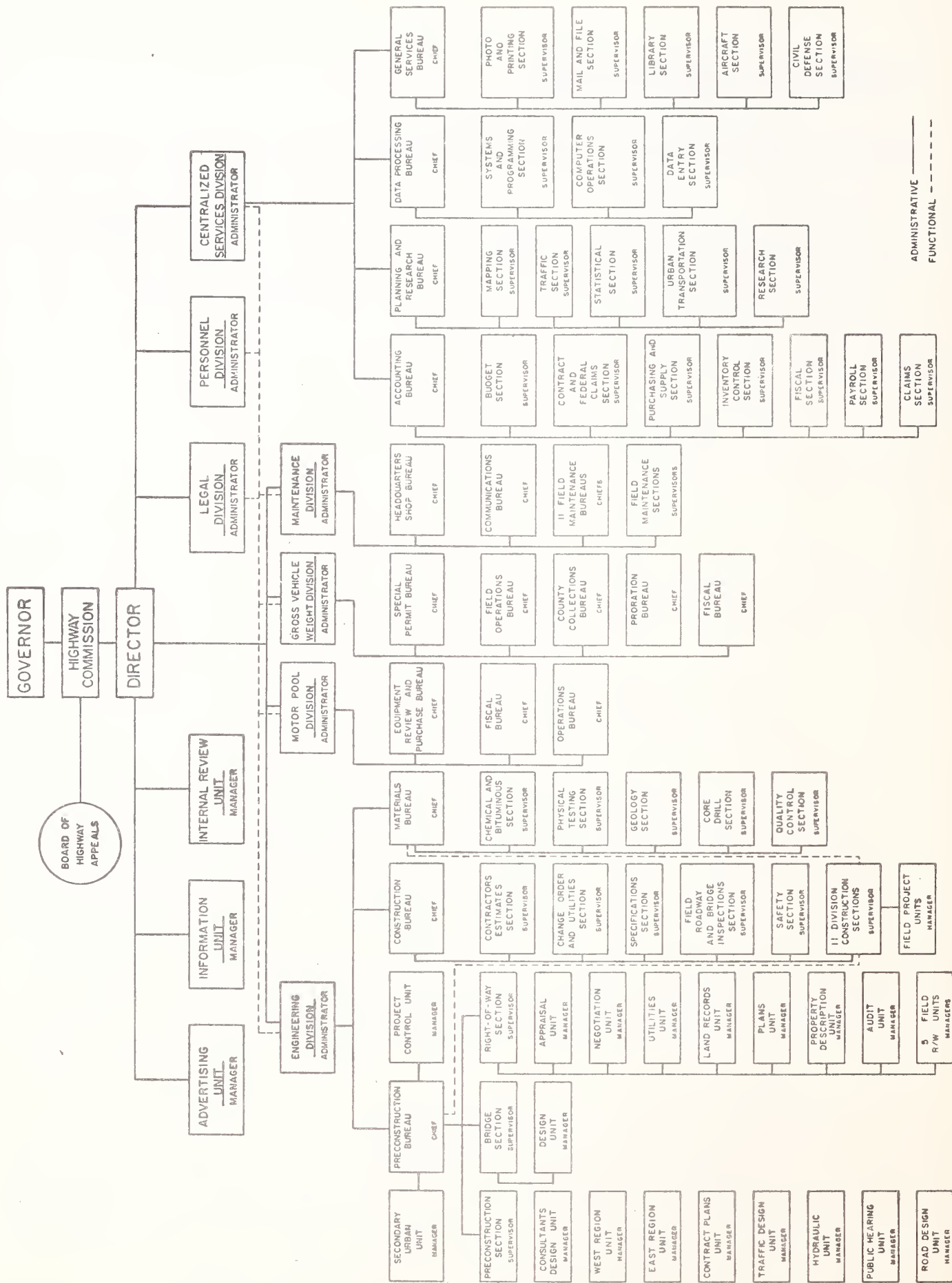
It is apparent that many programs are encompassed within the wide jurisdiction of the Montana Department of Highways, as it is the custodian of the Federal-aid and state highways and must function efficiently in all areas of its responsibility subject to the limitations of the constitution and the legislative mandates.

EXECUTIVE REORGANIZATION

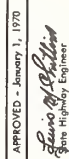
Under the Executive Reorganization Act of 1971, Chapter 272, Montana Session Laws of 1971, the Department of Highways was created. Chapter 7 of said act deals specifically with the Department of Highways, and is codified as Sections 82A-701 to 82A-708 inclusive. The Highway Commission provided for in Title 32, Chapter 24, R.C.M. 1947 is continued. An executive order signed by the Governor activated the Department of Highways, December 16, 1971.

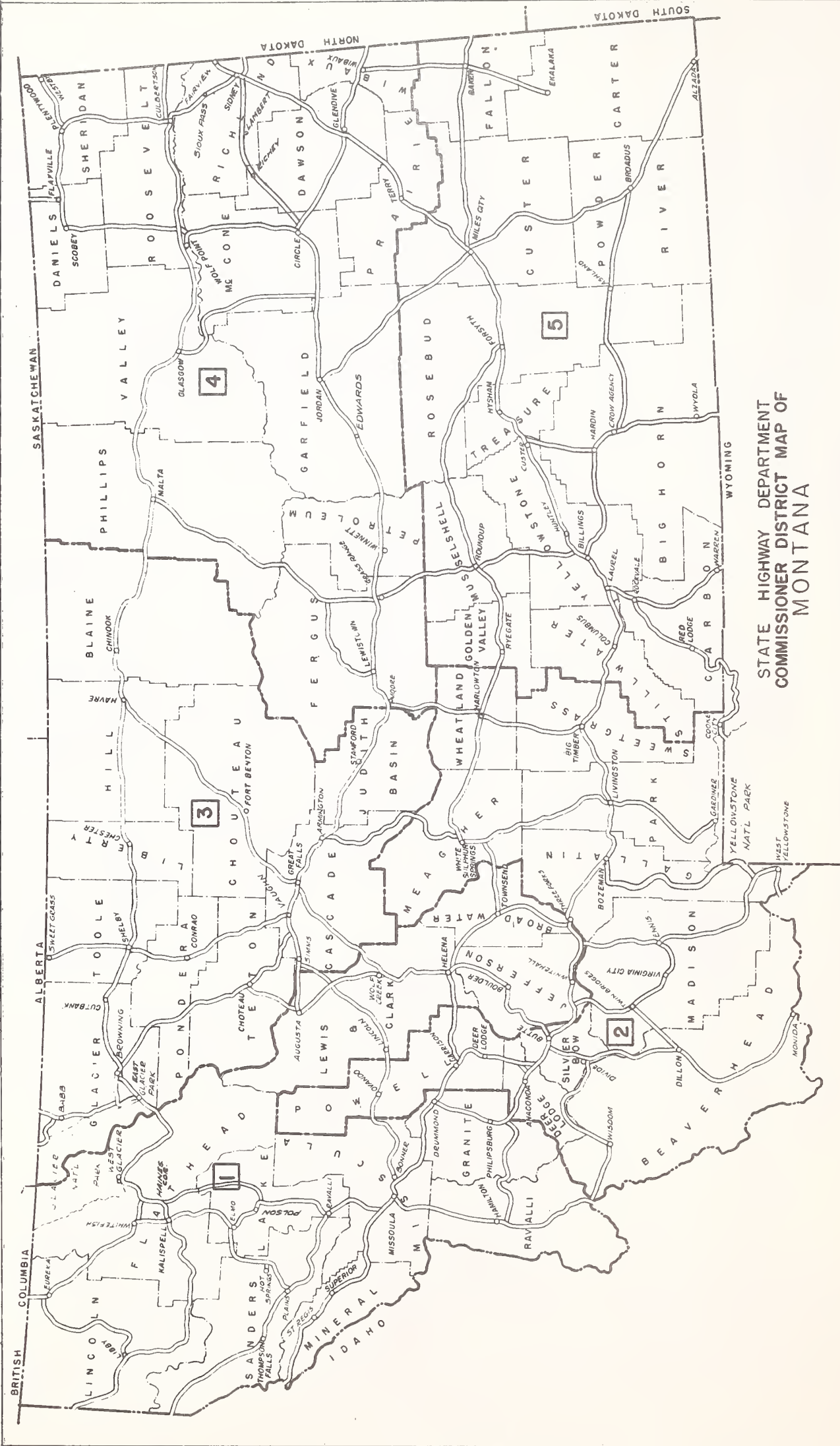
ORGANIZATION CHART DEPARTMENT OF HIGHWAYS

Organization Chart after Executive Reorganization



Old Organization Chart





STATE HIGHWAY DEPARTMENT
COMMISSIONER DISTRICT MAP OF
MONTANA

5 COMMISSIONER DISTRICT NUMBER

PRINCIPAL GOALS

POWERS FIXED

As defined in Section 32-2406 - GENERAL POWER OF THE COMMISSION, "the Commission may plan, lay out, alter, construct, reconstruct, improve, maintain, and abandon highways on the Federal-aid systems and state highways." The principal objectives are to construct, maintain and administer highway systems to the highest degree that finances will permit. The state highway systems are coincident with the federal-aid highway systems, and federal funds are apportioned to the state for use, in conjunction with state matching funds, for construction of the highways, including engineering and right-of-way acquisition. Maintenance and administration are financed entirely by state funds.

PROGRAM INVENTORY AND COST SUMMARY

Program	Cost <u>1971-72 F.Y.</u>
General Operations	\$ 5,314,350
Preconstruction	8,848,533
Construction	91,726,119
Maintenance	15,014,853
Advertising	600,151
Revolving Accounts	635,857
State Wide Buildings	21,627
	<hr/>
TOTALS	\$122,161,490

OVERVIEW

Montana's overall highway program continued at a high level during fiscal year 1972, with contractor payments being the highest amount ever paid in the history of the Department of Highways. A major portion of the payments was made for work performed on contracts awarded during fiscal years 1970 and 1971, many of which were completed during fiscal year 1972.

During the fiscal year, the Federal government continued to withhold Federal funds legally apportioned to the State by restricting the amount of such funds that could be obligated, and as a result the new contracts awarded during fiscal year 1972 were only 63% of the amount awarded during fiscal year 1972. Since construction contracts generally extend beyond the year of award, this curtailment of construction activity will also be reflected in subsequent fiscal years with a resultant serious effect on the overall economy of the State.

The Department of Highways was activated on December 16, 1971, under the Executive Reorganization Act with the Director of Highways being designated as the chief administrative officer and the State Highway Commission being continued as a quasi-judicial board. The Department of Highways did not merge with any other state agencies so there was no major change in activities other than the realignment of functions to provide better management controls and efficiencies. Immediate economies resulted from the abolishment of the five District Engineer positions; other economies will be realized through greater efficiency in operations.

Work was completed on a Functional Highway Classification Study which was required by Federal law. Present Federal Aid Interstate, Primary and Secondary highways are to be reclassified as arterial, collector and local facilities, with separate classification according to urban or rural status. The results of the nationwide study have been supplied to Congress for consideration and eventual implementation.

The new Constitution eliminated the anti-diversion amendment of the old Constitution and specifies that highway-user tax collections can be used for other highway-related purposes or for non-highway-related purposes on an affirmative vote of three-fifths of the members of both legislative houses. The overall effect on highway programs and financing is yet to be determined.

PRECONSTRUCTION

The Preconstruction Section was responsible for planning, designing and related engineering work for all Federal-Aid Projects awarded to contract on the Interstate, Primary and Secondary Highway Systems during the 1972 fiscal year, as well as complying with required schedules for this work on proposed future projects. Involved in this work are studies to determine highway routings and locations sufficient for establishing approvals by all municipal, county, state and federal agencies concerned; preparation of design plans and associated design reports for development of final plans, to the assembling and issuing of contract documents, advertising for and conducting all bid lettings, with recommendations to the Commission for award of contracts.

Preconstruction activity ranges from a few months' work on a number of betterment and safety type projects to periods ranging from 5 to 7 years' work on normal or complex new construction projects. Projects completed and let to contract for the fiscal year 1972 amounted to \$49,937,809.11 as compared with \$78,787,728.63 for fiscal year 1971.

At the end of fiscal year 1972 approximately 1260 miles of proposed new or improved highway and approximately 225 miles of safety upgrading was in various stages of design.

Over \$645,000 worth of Interstate signing and lighting plans were completed and contracted. Signing contracts were awarded to upgrade to uniform standards approximately 960 miles of Primary and Secondary roads. In addition, the Traffic Unit completed 75 speed zone investigations, 155 traffic engineering studies and reviewed 293 applications for private approaches to state highways.

By replacement of resignations, retirements and transfers the Preconstruction forces at the end of fiscal year 1972 were 144 employees as compared with 141 employees at the end of fiscal year 1971.

The Special Services and design work covered by Engineering Agreements with qualified and competent Consultant firms for fiscal year 1972 as compared with fiscal year 1971 is as follows:

<u>F.Y.</u>	<u>Number of Firms</u>	<u>Number of Active Projects</u>	<u>Total of Fees Paid</u>
1970-71	11	54	\$2,126,528.86
1971-72	13	50	\$1,631,591.81

During the 1972 fiscal year Roy Jorgensen Associates, Inc., Management Consultants, completed a study program of the overall Preconstruction operation involving analysis of skills and inventory of manpower utilization, classification and reorganization of personnel, simplification and standardization of drawings and plans, improved scheduling and control systems and preparation of a detailed design manual and a comprehensive management manual. The design manual and portions of the management manual were approved and implemented by the end of fiscal year 1972.

To assure that the human environment is carefully considered and national environmental goals are met when highway improvements are developed, major actions significantly affecting the quality of the human environment must have their environmental impact assessed.

RIGHT-OF-WAY REPORT

ACCOMPLISHMENTS:

Below is a table providing a breakdown, by system, of the right-of-way acquisition for the fiscal year 1972. The costs are the direct payments for land and damages and do not include administrative and court costs. The incidental programs are covered in subsequent paragraphs.

<u>SYSTEM</u>	<u>NO. OF PARCELS</u>	<u>ACRES</u>	<u>COST OF R/W</u>	<u>% OF PARCELS</u>	<u>% OF ACRES</u>	<u>% OF COST</u>
Interstate	315	5,181	\$2,454,371	38	72	68
Primary	348	1,136	916,552	41	16	26
Secondary	156	813	191,592	18	11	5
Other	22	37	17,510	3	1	1
TOTAL	841	7,167	\$3,580,025	100	100	100

Of the total parcels, 64 were acquired by litigation: 43 for the Interstate, 16 for the Primary and 5 for Secondary and other systems.

The relocation assistance program paid additional costs to 151 displaced persons, 7 farms and 13 businesses. The total benefits to these relocatees was \$251,995. The Relocation Assistance Office has offered its services to all other federal, state and city agencies. This offer was accepted by the Great Falls Airport Board and the relocation assistance was processed by this office. The Butte Airport Board has also requested these facilities to aid in their expansion plans. Several other agencies have expressed interest in utilizing this service.

The Utilities Unit of the Right-of-Way Section completed a total of 148 agreements with railroad and utility companies. These agreements covered the relocation of rail, communications and power lines and gas and oil pipelines at a total cost of \$2,232,288; \$1,047,234 on Interstate, \$835,747 on Primary and \$349,307 on Secondary systems.

NEW PROGRAMS:

The Outdoor Advertising Control and Purchase Program authorized by June, 1971 legislation is well underway. The contract with the Federal Government has been signed, and regulations and procedures have been adopted. Permits have been issued covering most large billboards.

The great majority of sign owners, however, failed to apply for permits. Action is underway to get these signs permitted or declared illegal. A statewide billboard inventory is virtually complete. Recent simplification of Federal Procedures allows purchase of billboards for under \$100 without an appraisal and with minimum paper work. The purchase and removal of a substantial number of these signs is expected to be done. Some billboards erected in 1972 are illegal, and the required statutory notices have been given in a number of cases. The controversial new billboards erected between Gardiner and Livingston are in this category. The sign owners have demanded hearings as provided by law, and the actual hearings will be held in the near future.

A Junk Yard Control program is being formulated and regulations prepared. The purpose of this program is to license and control junk yards adjacent to Interstate and Primary highway systems. In part, the controls will include screening, where feasible, of yards visible within 1000' of Interstate or Primary highways. In all instances where the law allows the continuance of junk yards, the same are subject to permits at the rate of \$25.00 per year.

A proposed program to control access along Primary highways is under development. The purposes of this program are to preserve safety to the traveler, maintain traffic flow and allow the orderly development of the abutting properties. This program will control direct access from private properties onto high volume Primary highways. Methods, procedures and programs to accomplish this goal are being formulated.

CONSTRUCTION

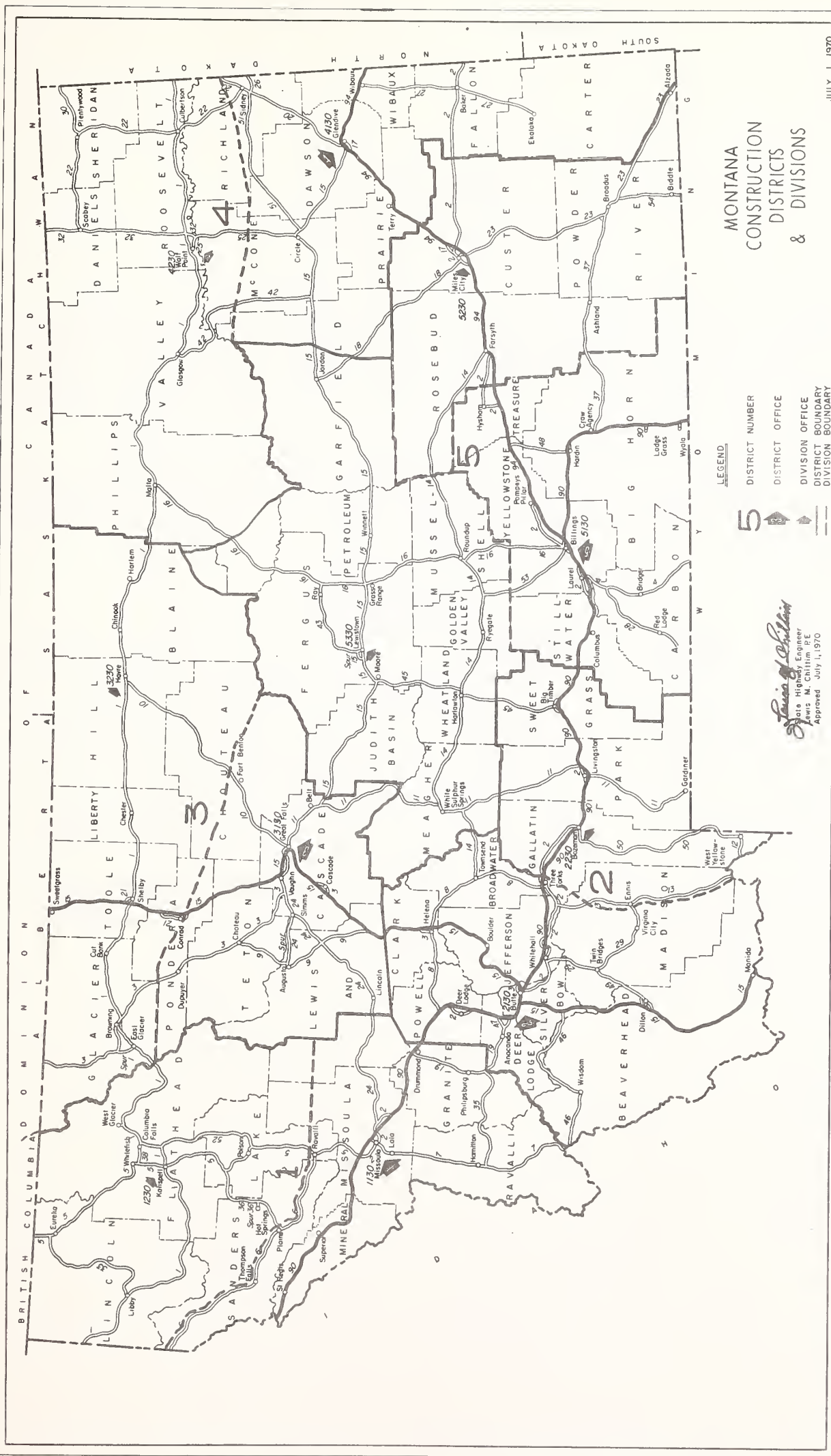
The Construction Division was charged with the administration of 149 contracts with a total value of \$129,461,278 upon commencement of the 1971-72 fiscal year. One hundred fourteen contracts worth \$50,089,320 were awarded or negotiated during the ensuing fiscal year. One hundred twenty contracts were completed, leaving 143 contracts with a value of \$132,754,376 in force at the beginning of fiscal year 1973.

Of the 143 contracts in force at the end of the 1971-72 fiscal year, 69 are Interstate projects, 34 are Primary projects, 32 are Secondary projects and 8 are classified as miscellaneous, which includes State Maintenance projects and Access Defense projects.

The Construction Division is also responsible for the administration of city and county projects involving funds allocated from the State Highways Fund.

The administration and supervision of the Department of Highways Construction program in the field is carried out by eleven Division Construction Sections. As of June 30, 1972, 940 employees, including engineers, inspectors and administrative personnel, were engaged in the construction of highways throughout the state.

The headquarters staff of the Construction Division consists of 22 employees, including summer help.



MONTANA CONSTRUCTION DISTRICTS & DIVISIONS

LEGEND

DISTRICT NUMBER	DISTRICT OFFICE	DIVISION OFFICE	DISTRICT BOUNDARY	DIVISION BOUNDARY
1	Helena	Helena	—	—
2	Butte	Butte	—	—
3	Great Falls	Great Falls	—	—
4	Billings	Billings	—	—
5	Yellowstone	Yellowstone	—	—

Lewis M. Chilton
State Highway Engineer
Lewis M. Chilton P.E.
Approved July 1, 1970

JULY 1, 1970

BRIDGE SECTION

Fiscal Year 1972

The Bridge Section, with a staff of thirty-five, was responsible for the design and construction of all bridges on the Interstate, Primary and Secondary Highway Systems. Private engineering firms assisted with approximately 19% of the design.

During the fiscal year 1971-1972, there were 7,705 lineal feet or approximately 1 1/2 miles of structures awarded to contract. This consisted of 44 bridges and separations having a total contract amount of \$6,638,283.

STRUCTURES

<u>NUMBER AND TYPE</u>	<u>LENGTH</u>	<u>AMOUNT</u>
23 Precast Prestressed Concrete Beam Structures	4,772 Ft.	\$3,611,649
5 Steel Girder Structures	1,814 Ft.	2,139,311
12 Cast in Place Concrete Structures	1,119 Ft.	746,858
4 Structures Widened or Revised	- - -	<u>140,465</u>
		\$6,638,283

MONTANA HIGHWAY COMMISSION

RECORD OF AWARDS FISCAL 1971-72

	JULY	AUG.	SEPT.	OCT.	DEC. 1	DEC. 16	JAN.	FEB.	MAR.	APR.	MAY	JUNE
MILES OF INTERSTATE	0.105	6.817	0.030	5.515	11.295	15.280	8.693	0	0	6.823	23.084	
MILES OF PRIMARY	0	0.595	3.501	0	0	0.388	0	5.260	11.848	21.822	0	
MILES OF SECONDARY	8.943	0	0	1.389	26.776	0	7.898	0	9.544	20.164	0.161	
MILES OF URBAN	0	0	0	0	0	0.257	0	0	0	0	0	
FEET OF STRUCTURES	1,108.6	66.5	579.43	1,088.0	621.0	866.5	685.5	875.0	25.0	5500	1,251.0	
\$ INTERSTATE	1,381,202.93	4,951,527.56	469,837.84	493,164.44.50	3,786,575.79	4,266,317.57	3,947,516.66	584,580.24	1,023,036.88	2,454,247.38	3,753,976.83	
\$ PRIMARY	76,887.95	614,495.59	766,932.65	3,160.00	565,085.25	330,172.92	157,460.31	219,642.10	2,153,644.41	3,111,413.83	0	
\$ SECONDARY	1,073,875.01	125,440.35	26,658.50	2,346,901.47	1,422,323.39	0	386,427.75	0	277,026.00	1,345,302.27	788,931.81	
\$ URBAN	0	0	0	0	0	249,976.22	0	34,663.50	398,590.29	0	82,346.11	
\$ MAINTENANCE	0	142,480.00	0	129,926	0	0	112,043.00	167,040.00	58,655.00	0	150,237.50	
\$ BEAUTIFICATION	0	212,755.00	0	0	0	0	37,142.00	0	288,715.24	0	0	
\$ SAFETY	96,970.36	653,243.84	113,776.85	0	187,399.33	213,910.71	157,460.31	304,386.00	1,152,832.63	54,530.70	605,465.66	
FENCING MILES	0	0	0	0	0	0	0	0	0.714	0	0	NO LETTING
SIGNING MILES	310.7	144.5	183.6	0	45,458	247.0	267.6	5.3	76.3	136.1	0	
TOTAL FOR MONTH ACCUMULATIVE	2,628,936.25	5,833,943.50	1,263,428.99	7,411,631.97	5,773,984.43	4,846,466.71	4,603,447.72	1,935,018.49	3,954,495.32	6,910,963.48	4,775,492.50	
INTERSTATE MILES ACCUMULATIVE	0.105	6.922	6.952	12.467	23.762	39.042	47.735	47.735	47.735	54.558	77.642	
PRIMARY MILES	0	0.595	4.096	4.096	4.096	4.484	4.484	9.744	21.592	43.414	43.414	
SECONDARY MILES	8.943	8.943	8.943	10.332	37.108	37.108	45.006	45.006	54.550	74.714	74.875	
URBAN MILES	0	0	0	0	0	0.257	0.257	0.257	0.257	0.257	0.257	
FEET OF STRUCTURES	1,108.6	1,175.1	1,754.53	2,842.53	3,463.53	4,330.03	5,015.53	5,890.53	5,915.53	6,465.53	7,716.53	
MISCELLANEOUS	0	0	0	0	0	0	0	0	0	0	0	
TOTAL LET TO CONTRACT \$	2,628,936.25	8,462,879.75	9,726,308.74	17,137,940.71	22,911,925.14	27,758,398.85	32,361,839.57	34,296,858.06	38,251,353.38	45,162,316.86	49,937,809.11	

INTERSTATE COMPLETIONS
AND CARRYOVERS
(KEY TO ACCOMPANY TABLES)

BPM	-	Bituminous Plant Mix
CTB	-	Cement Treated Base
FC	-	Fencing Contract
GD	-	Grading
GS	-	Gravel Surfacing
LC	-	Landscaping Contract
MB	-	Bridge or Structure
PC-PCC	-	Portland Cement Concrete
PMBB	-	Plant Mix Bituminous Base
PMBS	-	Plant Mix Bituminous Surfacing
PMS	-	Bituminous Plant Mix
S & C	-	Seal and Cover
SHLDR	-	Shoulder
SN	-	Signing Contract
STR	-	Structure
TT	-	Treated Timber Bridge

INTERSTATE
COMPLETIONS
1971-1972

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Granite		I 90-3 (13) 143 U-3	7.580	FC	5/68	42,852	7/71	39,608.67
Gallatin		I IG 90-6 (23) 304 U-1	3.987	GD,GS,BPM,Culv.&MB (182.7')	3/69	2,061,081	11/71	2,233,487.00 *
Gallatin		I IG 90-6 (23) 304 U-2	4.716	FC	3/69	42,278	8/71	45,091.69
Gallatin		I IG 90-6 (24) 306	-----	MB (1,160.0')	3/69	672,472	7/71	652,343.62 *
Lewis & Clark		I 15-4 (39) 229	-----	MB (2,536.0')	5/69	2,257,619	11/71	2,192,942.67 *
Beaverhead		I 15-1 (42) 23 U-3	15.244	FC	6/69	80,669	9/71	79,613.20
Cascade		I 15-5 (43) 230	-----	MB (1,688.8')	7/69	1,216,219	11/71	1,226,755.06 *
L&C & Cascade		I 15-4 (33) 229 U-1 & I 15-5 (35) 230 U-5	1.537	GD & Related Items	8/69	465,409	10/71	532,655.84 *
Lewis & Clark		I 15-4 (33) 229 U-2	1.011	FC	8/69	7,362	9/71	6,475.60
Gallatin		I IG 90-6 (27) 305	5.486	GS,BPM, Lighting & Signs	9/69	839,472	11/71	918,154.02 *
Cascade & L & C		I 15-4 (33) 229 U-3 & L 15-5 (35) 230 U-1	4.310	GS,BPM,Landscape & Comfort Sta.	10/69	2,095,448	2/72	2,445,937.71 *
Cascade		I 15-5 (35) 230 U-4	3.299	FC	11/69	24,691	12/71	27,453.51
Toole		I 15-8 (17) 369 U-1	9.216	GD,GS,BPM,Signs & MB (659.75')	11/69	2,230,526	6/72	2,339,841.43 *
Toole		I 15-8 (17) 369 U-2	9.216	FC	11/69	58,712	6/72	56,576.48 *
Missoula		I 90-2 (32) 120 U-2	-----	PC Underpasses & Bridge	11/69	451,512	8/71	450,170.81 *
Custer		I 94-4 (25) 153 U-1	8.779	GD, Related Items & MB (846.0')	1/70	2,274,357	4/72	2,335,286.20 *
Custer		I 94-4 (25) 153 U-2	8.859	FC	1/70	69,476	5/72	78,931.71 *
Pondera		I 15-7 (12) 331 U-1	11.057	GD & Related Items	2/70	1,080,611	4/72	1,144,612.68 *
Pondera		I 15-7 (12) 331 U-2	-----	MB (714.0')	2/70	364,178	7/71	359,032.53
Pondera		I 15-7 (12) 331 U-3	11.070	FC	2/70	59,740	2/72	57,309.44
Prairie		I 94-5 (12) 160 U-1	6.322	GD & MB (156.0')	2/70	1,306,421	4/72	1,297,824.80 *
Stillwater		I 90-8 (52) 396 U-2 & I 90-8 (63) 406 U-2	-----	MB (1,517.5')	3/70	806,247	8/71	801,555.25
Prairie		I 94-5 (12) 160 U-2	5.711	FC	3/70	38,658	11/71	38,647.96
Beaverhead		I 15-1 (29) 64 U-1	10.405	GD	4/70	1,006,378	9/71	1,107,036.68
Beaverhead		I 15-1 (29) 64 U-2	-----	MB (953.0')	4/70	480,735	7/71	476,469.29 *
Beaverhead		I 15-1 (29) 64 U-3	10.437	FC	4/70	50,895	9/71	51,058.14
Big Horn		I IG 90-9 (31) 489	7.806	GS,BPM, & Signing	4/70	1,576,514	8/71	1,533,956.63 *
Prairie		I 94-5 (11) 166 U-4	8.254	GS, BPM	4/70	1,041,802	9/71	1,012,633.41
Toole		I 15-8 (27) 369	9.261	GS, PMS & Signing	6/70	1,389,389	6/72	1,398,046.49 *
Yellowstone		I 90-8 (57) 461 U-2	4.093	FC	6/70	29,193	7/71	30,672.60
Yellowstone		I 90-8 (66) 455	6.012	GS	6/70	838,420	10/71	892,806.85
Big Horn		I 90-9 (32) 501	5.071	GD,GS,BPM, SN & Seeding	7/70	1,048,004	12/71	1,074,091.47 *
Toole		I 15-8 (23) 352	-----	Lighting	8/70	32,364	7/71	30,240.95 *
Missoula		I 90-2 (49) 97	-----	Lighting	8/70	69,754	11/71	55,474.04
Sweet Grass		I 90-7 (24) 374 U-2	-----	MB (1,354.5')	8/70	667,464	6/72	655,193.55 *
Beaverhead		I 15-1 (47) 17 U-1	5.558	GD,GS,BPM	9/70	1,006,332	11/71	1,091,103.97 *
Beaverhead		I 15-1 (47) 17 U-2	-----	MB (108.0')	9/70	65,136	9/71	64,006.07
Yellowstone		I 90-8 (65) 465 U-1	6.163	GD, FC	9/70	1,344,047	5/72	1,415,056.04 *
Yellowstone		I 90-8 (65) 465 U-2	-----	MB (236.0')	10/70	135,039	10/71	129,026.41
Lewis & Clark		I 15-4 (46) 222 U-2	0.551	GD,GS,BPM & FC	11/70	918,275	12/71	962,765.24 *
Gallatin		I 90-6 (28) 276	-----	Lighting	11/70	61,713	1/72	63,418.87 *
Yellowstone		I 90-8 (61) 436	-----	Lighting	11/70	46,903	9/71	49,137.03
Dawson		I 94-6 (24) 211	-----	Lighting	11/70	56,835	8/71	55,149.48
Rosebud		I IG 94-3 (24) 83 U-2	-----	MB (412.5')	3/71	383,617	5/72	380,350.43 *
Mineral		I 90-1 (68) 22	12.727	Surf. & BPM	4/71	416,614	11/71	370,141.23
Yellowstone		I 94-1 (30) 42 U-1	4.073	GD & FC	6/71	977,533	5/72	1,051,170.61 *
Missoula		EHS - I 90-2 (55) 95 U-1	-----	Impact Attenuators	12/71	10,715	5/72	10,484.00
				TOTAL		\$32,199,683		\$3,339,797.36
		*Final Estimate pending, amount subject to revision.						

INTERSTATE
CARRY OVERS
1971-1972

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Beaverhead		I 15-1 (42) 23 U-1	15.244	GD,GS,BPM,CSB, Seed & Sign	6/69	4,385,992		
Jefferson		I 15-3 (22) 168 U-1	5.397	GD,GS,BPM, Sign & MB (303.5')	6/69	1,992,394		
Missoula & Granite		I 90-2 (33) 129 U-1 & I 90-3 (15) 132 U-1	6.474	GD,GS,BPM, Sign & MB (246.0')	6/69	3,241,826		
Missoula & Granite		I 90-2 (33) 129 U-2 & I 90-3 (15) 132 U-2	6.474	FC	6/69	49,749		
Stillwater		I 90-8 (52) 396 U-1 & I 90-8 (63) 406 U-1	11.455	GD,GS,BPM & SN	3/70	6,714,442		
Stillwater		I 90-8 (52) 396 U-3 & I 90-8 (63) 406 U-3	10.302	FC	4/70	73,300		
Ouster & Prairie		I 94-4 (29) 153, I 94-5 (11) 166 U-5 & I 94-5 (13) 160	8.254	GS,BPM, & SN	6/70	2,326,928		
Pondera		I-IG 15-7 (13) 323 U-1	8.991	GD,MB (2,128.5')	7/70	3,187,335		
Pondera		I-IG 15-7 (13) 323 U-2	8.991	FC	7/70	45,591		
Stillwater&Swt.Grs.		I 90-7 (24) 374 U-1&I90-8(62)388	13.701	GD,GS,BPM, Seed & SN	8/70	5,079,801		
Sweet Grass		I 90-7 (24) 374 U-3	13.508	FC	8/70	78,067		
Rosebud		I-IG 94-3 (24) 83 U-1	6.883	GD,GS,BPM & SN	8/70	1,393,025		
Mineral		I 90-1 (48) 0 U-1	4.245	GD,GS & BPM	9/70	4,008,513		
Mineral		I 90-1 (48) 0 U-2	-----	MB (399.72')	9/70	454,855		
Pondera		I-IG 15-7 (13) 323 U-3	-----	MB (336.0')	11/70	282,842		
Mineral		I-IG 90-1 (49) 4 U-1	6.572	GD,GS,BPM & MB (272.0')	11/70	4,607,543		
Mineral		I-IG 90-1 (49) 4 U-2	-----	MB (406.0')	11/70	563,941		
Yellowstone & Big Horn		I-IG 90-9(26)471 U-1&I90-8(55)455 U-5	12.968	GD	11/70	2,027,138		
Big Horn		I-IG 90-9 (26) 471 U-2	-----	MB (1,280.0')	12/70	760,889		
Big Horn		I-IG 90-9 (26) 471 U-3	12.968	Surg. & BPM	1/71	2,606,852		
Mineral		I-IG 90-1 (49) 4 U-3	-----	MB (304.5')	2/71	536,022		
Yellowstone		I 90-8 (67) 461 U-1 & U-2	10.246	Surf. & BPM	2/71	1,471,959		
Pondera		I 15-7 (14) 331	11.057	Surf., BPM & SN	3/71	3,409,721		
Pondera		I 15-7 (15) 323	8.891	Surf., BPM & Sn	3/71	2,626,928		
Lewis & Clark		I 15-4 (44) 202	6.133	GD,GS, & BPM	4/71	1,234,501		
Beaverhead		I 15-1 (30) 75 U-1	10.145	GD & FC	5/71	3,161,029		
Beaverhead		I 15-1 (30) 75 U-2	-----	MB (502.0')	5/71	289,747		
Teton		I 15-6 (17) 291 U-1	7.738	GD,GS,BPM,FC & SN	5/71	2,958,442		
Teton		I 15-6 (17) 291 U-2	-----	MB (346.0')	5/71	311,731		
Mineral		I 90-1 (76) 4	-----	Dual Rest Area	5/71	125,476		
Powell		I 90-3 (23) 166 U-1	5.995	GD,GS,BPM,FC,SN & Rest Area	5/71	4,200,820		
Powell		I 90-3 (23) 166 U-2	-----	MB (786.0')	5/71	533,222		
Madison		I 15-1 (50) 85 U-1	2.455	GD & FC	6/71	1,816,320		
Beaverhead & Madison		I 15-1 (56) 85	-----	MB (896.0')	6/71	799,889		
Cascade		I 15-5 (57) 280 U-1	10.032	GD,GS,BPM,FC & SN	6/71	3,780,300		
Cascade		I-15-5 (57) 280 U-2	-----	MB (878.0')	6/71	532,215		
Granite		I 90-3 (33) 143 U-1	-----	Dual Rest Area & TI	6/71	199,743		
Sweet Grass		I 90-7 (30) 377 U-1	-----	Dual Rest Area	6/71	196,497		
Ouster		I 94-4 (27) 119 U-1	8.138	GD,GS,BPM,FC & SN	6/71	1,571,226		
Madison		I-IG 15-1 (50) 85 U-2	-----	MB (1,108.6')	7/71	917,400		
Stillwater & Big Horn		I 90- (68)418 U-1 & I 90-9(39)476 U-1	-----	Dual Rest Area	7/71	463,803		
Jefferson		I 15-3 (20) 155 U-1	6.817	GD,GS,BPM,FN & SN	8/71	4,689,026		
Rosebud		I 94-3 (30) 105 U-1	-----	Dual Rest Area	8/71	212,755		
Ouster		I 94-4 (27) 119 U-2	-----	Rev. & Lengthen Str.	8/71	49,746		
Jefferson		I 15-3 (20) 155 U-2	-----	MB (579.23')	9/71	469,838		
Jefferson		I 15-3 (21) 162 U-1	5.500	GD & Related Items	10/71	4,800,279		
Jefferson		EMP-I 15-3 (21) 162 U-2	-----	MB (156.0')	10/71	131,365		
Beaverhead		I 15-1 (49) 62 U-2	-----	PC Canal Str.	12/71	132,509		
Jefferson		I 15-3 (27) 162	5.500	GS,BPM & SN	12/71	1,207,008		
Yellowstone & Big Horn		I 90-8 (69) 455 & I 90-9 (41) 171	29.358	Sign Light, SN. & Delineate	12/71	164,181		
Dawson		I 94-6 (21) 191 U-1	5.780	GD,GS,BPM,FC & SN	12/71	2,282,877		
Mineral		I 90-1 (50) 16 U-2 & I 90-1 (52) 11 U-2	-----	MB (472.0')	12/71	312,805		
Dawson		I 94-6 (21) 191 U-2	-----	MB (394.5')	12/71	247,678		
Wibaux		EHS-I 94-7 (9) 233 PS U-1	0.014	GD,GS,BPM & Interch. Light	12/71	3,695,120		
Madison & Sil.Bow		I 15-1 (55) 87 U-1 & I 15-2 (29)93 U-1	8.693	GD,GS,BPM,FC & SN	1/72	3,474,590		
Madison & Sil.Bow		I 15-1 (55) 87 U-2 & I 15-2 (29)93 U-2	-----	MB (685.5')	1/72	435,785		
Powell & Granite		I 90-3 (23) 166 U-3 & I 90-3(33)143 U-2	-----	LC - Dual Rest Area	1/72	24,765		
Sweetgrass		I 90-7 (30) 377 U-2	-----	LC - Dual Rest Area	1/72	5,164		
Rosebud, Stillwater		I 90-8 (68)418 U-2, I 90-9 (39) 476 U-2 & I 94-3 (30) 105 U-2	-----	LC - Dual Rest Area	1/72	7,213		
Big Horn			-----	MB (579.0')	2/72	369,348		
Beaverhead		I 15-1 (49) 62 U-3	-----	Rest Area Mod. & Overhead Str.	2/72	50,059		
Jefferson & L&C		I 15-3 (22) 168 U-3 & I 15-4 (33)229 U-4	-----					
Yellowstone		I 94-1 (34) 46 U-2	-----	MB (296.0')	2/72	165,173		
Silver Bow		LSI 15-2 (1) 127	-----	LC	3/72	288,715		
Missoula		EHS - I 90-2 (55) 95 U-2	25.253	SN & Signals	3/72	734,322		

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PRIMARY COMPLETIONS

1971 - 1972

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT	
Gallatin		F 44 (1) & F228 (18)	0.587	Clv. Install & Pav. Rpr. GD, SN, LI.	3/69	253,785	11/71	298,347.73	*
Lincoln		F 118 (11) & F 250 (8)	3.896	GD, GS, BPM, SN, Sigs, LI, MB (50.0')	7/69	1,769,643	9/71	1,896,700.15	*
Flathead		F 100 (11) U-90	0.240	GD, GS, BST, SN, Flasher & Lighting	12/69	149,386	9/71	171,781.65	
Roosevelt		F 253 (17)	0.177	GD & PCC	12/69	289,223	5/72	302,725.64	*
Missoula		U 215 (20)	1.168	GD, GS, BPM & Curbs	1/70	547,015	7/71	542,391.58	
Silver Bow		U 9999 (19) U-2	10.2	SN & Sigs.	1/70	348,360	7/71	382,627.10	
Beaverhead		F 43 (20) U-90	0.398	GD, GS, BST, MB (105.0')	3/70	237,479	7/71	241,961.59	
Cascade		F 149 (D) U-90 & F 224 (99) U-90	13.069	BPM Overlay	5/70	200,922	7/71	171,111.84	
Fergus-Jud. Basin		F 235 (36) U-1	9.051	GD, GS, PMS & SN	5/70	941,337	11/71	991,216.83	*
Judith Basin		F 235 (36) U-2		MB (387.0')	5/70	238,793	8/71	238,500.25	
Hill		F 132 (11)	9.281	GS, PMB, PMS	6/70	1,337,867	11/71	1,421,811.64	*
Carbon		F 258 (15) U-2		MB (374.0')	7/70	301,142	10/71	303,202.02	
Madison		F 244 (17)	2.992	GD, GS, BPM	8/70	674,966	10/71	663,424.86	*
Carter, Fallon & Wibaux		F 9999 (42)	104.6	SN	9/70	43,076	7/71	44,231.92	*
Fergus		F 9999 (33)	162.0	SN	10/70	36,500	9/71	39,018.38	
Cascade		F 277 (8)		Traffic Control	11/70	87,787	9/71	84,232.08	
Valley, Sheridan & Daniels		F 9999 (27)	202.2	Sn & Delineators	11/70	71,700	12/71	69,121.60	
Lincoln		F 9999 (28)	124.7	SN & Flashers	1/71	101,682	7/71	106,172.67	
Broadwater		F 77 (19)	8.303	GD, GS, BPM	4/71	1,078,793	4/72	1,060,408.71	*
Roosevelt		F 84 (35)		Rip Rap	5/71	101,117	10/71	120,438.41	
Cascade		F 278 (9)		Lighting	7/71	3,819	12/71	3,573.81	
Hill & Liberty		F 9999 (22)	81.1	Sn & Delineators	7/71	28,566	4/72	28,484.16	
Missoula & Powell		F 9999 (34)	58.4	SN & Delineators	7/71	22,996	5/72	22,799.33	*
Choteau		F 9999 (35)	61.0	SN & Delineators	7/71	21,507	4/72	20,716.17	
Missoula		FI 219 (12) U-90		Lighting	8/71	7,217	5/72	6,089.10	
Lewis & Clark		RF 267 (15)	0.411	Guard Rail & Delineators	8/71	15,314	5/72	17,211.50	*
Lake		F 63 (5) U-90		Flashing Beacon	9/71	1,999	11/71	1,748.72	
Lincoln		F 250 (8) U-90		Signals	9/71	29,978	4/72	30,365.41	
Jefferson		RF 77 (16) U-91		Flasher & Lighting	10/71	3,160	5/72	2,960.00	
Big Horn		F 188 (A) U-90		Flashing Beacon	10/71	1,450	1/72	1,309.00	
Silver Bow		U 207 (12) U-90		Flasher	10/71	743	11/71	493.00	
Jefferson		RF 69 (10) U-90		BPM	11/71	1,728	6/72	1,814.40	
Broadwater		F 264 (8) U-90		BPM	11/71	8,800	11/71	6,408.93	
Silver Bow		U 279 (4) U-90		BPM	11/71	8,040	5/72	18,599.20	
Missoula		EHS-F 215 (22)		Impact Attenuators	12/71	26,875	5/72	26,034.00	
Valley & Roosevelt		ERFO 70 (1) U-1		FC	3/72	4,607	5/72	4,934.58	
Glacier		EHS-RF 190 (11)	0.714	FC	3/72	3,791	5/72	4,259.80	
				TOTAL		\$9,001,163		9,347,227.74	
		* Final estimate pending, amount subject to revision.							

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SECONDARY COMPLETIONS
1971 - 1972

COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Judith Basin		S 92 (4)	5.319	GD, BPM	12/69	254,748	9/71	253,015.51
Missoula		S 224 (13)	0.260	GD & SN	1/70	52,731	7/71	65,026.35
Silver Bow		S 379 (5)		SN & Signals	1/70	31,365	7/71	30,153.08
Dawson		S 359 (11)	5.175	GD,GS,BPM & MB (91.5')	2/70	452,275	9/71	457,232.26 *
Pondera		S 357 (10)	0.320	GD & Related Items	2/70	8,179	4/72	6,581.41 *
Cascade&Choteau		S 198 (3),S 348 (11)&S 348 (11) U-90	8.515	GD,GS,BPM	3/70	1,027,301	10/71	1,301,497.44 *
Big Horn		S 260 (11)	1.041	GD,BST & SCO	3/70	104,858	9/71	120,338.01
Sanders		S 38 (7) U-90	0.015	MB (81.25') & Approaches	4/70	108,036	8/71	115,009.11
Rosebud		S 252 (3) U-1	7.976	GD,GS, & PMS	6/70	694,868	7/71	691,052.14
Lewis & Clark		S 2 (20)	8.277	Surf. & PMS	7/70	484,832	9/71	461,526.46
Daniels		S 8 (14)	4.730	GD,GS,PMBS	7/70	473,186	9/71	485,754.26
Garfield		S 42 (11)	6.309	PM Overlay	7/70	267,263	10/71	280,488.39
Park		S 273 (6),S 446 (3)&S 443 (1) U-90	6.708	GD,GS,BPM,SN,STR & Stockpass	7/70	834,602	9/71	854,224.99 *
Blaine		S 435 (3)	0.798	GD,GS, & BPM	8/70	398,854	8/71	394,504.88
Liberty		S 339 (20)	6.724	GD,GS,BPM,S&C & SN	12/70	447,402	8/71	459,655.76
Powder River		S 460 (4)	10.204	GD & GS	12/70	722,789	11/71	822,158.75
Richland		S-RS 128 (9) U-2		MB (131.5')	2/71	76,293	9/71	75,018.40
Toole		S 237 (9) U-2		MB (223.0')	5/71	70,110	9/71	68,882.05
Lewis & Clark		S 2 (21)	8.277	Guard Rail	6/71	108,146	11/71	103,956.68
Pondera		S 000S (26)	85.0	SN	6/71	22,536	5/72	20,486.68
Meagher & Wheatland		S 000S (27) & S 000S (28)	28.1	SN & Delineators	7/71	10,816	10/71	9,816.60
Yellowstone		S 433 (4)	7.882	S & C	7/71	26,142	9/71	21,797.88
Treasure & Yellowstone		S 000S (4) & S 000S (21)	82.1	SN & Delineators	7/71	42,970	6/72	42,211.42 *
Fergus		S 000S (12)	77.5	SN & Delineators	8/71	19,788	11/71	19,895.00
Sheridan		S 000S (22)	39.1	SN & Delineators	8/71	9,913	11/71	9,554.80
Yellowstone		S 172 (1) U-90	2.773	BPM Overlay	8/71	86,692	6/72	75,236.57 *
Jefferson		S 000S (33)	27.9	SN & Delineators	8/71	9,047	4/72	8,476.92
Cascade		S 000S (25)	61.6	SN & Delineators	9/71	26,659	5/72	27,998.84
Hill		S 301 (c) U-90		Guard Fence	10/71	14,780	6/72	14,197.48
Flathead		RS 204 (2) U-90		Flashing Beacon	10/71	2,317	4/72	2,067.00
		* Final estimate pending, amount subject to revision.		TOTAL		\$6,889,498		7,027,815.07

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ANALYSIS OF THE CITY CONSTRUCTION PROGRAM

For the period July 1, 1971 through June 30, 1972

City	Program Funds				Expenditure Funds		
	Available as of 7/1/71	Obligated 7/1/71 thru 6/30/72	Adjustments Over-run or Under-run	Unprogrammed Balance 6/30/72	Available 7/1/71/ thru 6/30/72	Cash Expend. 7/1/71 thru 6/30/72	Unexpend. Funds 6/30/72
Alberton	\$ 6,075.00	\$ 1,154.00	\$	\$ 4,921.00	\$ 6,075.00	\$	\$ 6,075.00
Anaconda	115,784.83	1,963.50		113,821.33	115,784.83	1,963.50	113,821.33
Bainville	9,045.00	6,336.36		2,708.64	9,045.00	3,573.36	5,471.64
Baker	13,140.00	13,140.00		-0-	35,760.00	35,760.00	-0-
Bearcreek	2,810.10	2,805.00		5.10	2,810.10		2,810.10
Belgrade	9,689.35			9,689.35	9,689.35		9,689.35
Belt	9,907.04	7,882.87		2,024.17	9,907.04	7,882.87	2,024.17
Big Sandy	4,353.32			4,353.32	12,853.32	4,890.00	7,963.32
Big Timber	11,583.83	18,382.50		6,798.67 Cr.	11,583.83	5,541.10	6,042.73
Billings	20,891.21	24,410.70	2,939.28	580.21 Cr.	416,207.99	318,830.29	97,377.70
Boulder	6,795.78	6,553.00		242.78	6,795.78	2,900.00	3,895.78
Bozeman	141,164.58	26,873.52	3,945.31 Cr.	110,345.75	188,764.58	74,938.87	113,825.71
Bridger	13,030.55	12,291.73		738.82	16,101.00		16,101.00
Broadus	10,942.84	3,234.47		7,708.37	13,642.84	5,934.47	7,708.37
Broadview	1,691.00			1,691.00	1,691.00		1,691.00
Brockton	7,740.00	4,707.15		3,032.85	7,740.00	3,707.15	4,032.85
Browning	28,260.00	22,982.00	2,213.73 Cr.	3,064.27	28,260.00	25,195.73	3,064.27
Butte	84,924.30	39,200.00	28,937.98	74,662.28	100,678.98	9,516.70	91,162.28
Cascade	18,180.00	7,500.00	292.99	10,972.99	18,180.00	7,207.01	10,972.99
Chester	4,140.00			4,140.00	16,140.00	12,000.00	4,140.00
Chinook	39,570.00			39,570.00	41,099.67		41,099.67
Choteau	19,734.83			19,734.83	19,734.83		19,734.83
Circle	19,675.00	6,400.00		13,275.00	20,675.00	6,400.00	14,275.00
Clyde Park	6,775.00	1,500.00		5,275.00	7,775.00		7,775.00
Columbia Falls	14,670.00	14,088.36		581.64	29,526.04	22,094.40	7,431.64
Columbus	13,814.14	12,392.50	2,674.08	4,095.72	17,508.36	13,412.64	4,095.72
Conrad	19,013.25	6,617.00	4,229.71	16,625.96	33,537.96	10,743.14	22,794.82
Culbertson	4,099.80		1,038.38	5,138.18	8,002.80	2,864.62	5,138.18
Cut Bank	12,433.17	11,988.00	110.94	556.11	17,739.17	12,683.06	5,056.11
Darby	3,285.00	3,000.00	180.00	465.00	3,285.00	2,820.00	465.00
Deer Lodge	31,864.57	16,100.00	168.49	15,933.06	42,734.57	25,901.51	16,833.06
Denton	15,525.00			15,525.00	15,525.00		15,525.00
Dillon	40,491.22			40,491.22	40,491.22		40,491.22
Dodson	9,855.00			9,855.00	9,855.00		9,855.00
Drummond	3,850.36	5,717.26	80.04	1,786.66 Cr.	4,789.96	859.56	3,930.40
Dutton	7,662.00			7,662.00	7,662.00		7,662.00
East Helena	15,405.00	16,872.25	955.94 Cr.	2,423.19 Cr.	22,091.25	24,514.44	2,423.19 Cr.
Etalaka	16,380.00	1,548.00		14,832.00	16,380.00		16,380.00
Ennis	7,051.60			7,051.60	7,051.60		7,051.60
Eureka	11,569.50			11,569.50	20,115.00	4,065.50	16,049.50
Fairfield	5,917.71	5,755.00	645.69	808.40	7,864.14	2,300.74	5,563.40
Fairview	21,870.00	11,375.17		10,494.83	21,870.00	1,360.80	20,509.20
Flaxville	1,189.40	1,000.00		189.40	1,189.40	1,000.00	189.40
Forsyth	37,178.97	8,585.75	91.33	28,684.55	37,178.97	7,024.28	30,154.69
Fort Benton	10,080.00	2,014.63		8,065.37	10,080.00		10,080.00
Froid	9,002.21	1,284.00		7,718.21	9,002.21	1,284.00	7,718.21
Fromberg	7,803.70	10,233.70	518.50	1,911.50 Cr.	7,803.70	9,715.20	1,911.50 Cr.
Geraldine	12,015.00			12,015.00	12,015.00		12,015.00
Glasgow	78,048.57			78,048.57	78,048.57		78,048.57
Glendive	59,053.49	12,325.00	1,677.97	48,406.46	60,767.71	9,101.25	51,666.46
Grassrange	810.75	810.75	10.39	10.39	810.75	800.36	10.39
Great Falls	251,753.27	78,797.00	3,929.36 Cr.	169,026.91	434,322.30	265,295.39	169,026.91
Hamilton	53,124.98			53,124.98	53,124.98		53,124.98
Hardin	15,543.89	23,551.19	5,272.90	2,734.40 Cr.	26,658.70	15,585.56	11,073.14
Harlem	5,130.00		79.27 Cr.	5,050.73	17,370.00	12,319.27	5,050.73
Harlowton	12,343.50	20,000.00		7,656.50 Cr.	12,343.50	20,000.00	7,656.50 Cr.
Havre	97,645.85	34,135.11	545.74 Cr.	62,965.00	120,076.00	4,506.00	115,570.00
Helena	173,292.70	29,691.00	848.80 Cr.	142,752.90	221,846.07	74,445.17	147,402.90
Hingham	8,865.00			8,865.00	8,865.00		8,865.00
Hobson	3,735.82	1,802.40	142.60 Cr.	1,790.82	3,736.82	1,945.00	1,790.82
Hot Springs	9,075.00	5,414.60		3,660.40	15,075.00	10,579.09	4,495.91
Hysham	3,281.00	391.00		2,890.00	3,435.00		3,435.00
Ismay	3,915.00			3,915.00	3,915.00		3,915.00
Joliet	3,926.78	416.79	924.00	4,433.99	5,246.78	812.79	4,433.99
Jordan	25.00		369.00 Cr.	344.00 Cr.	15,975.00	16,319.00	344.00 Cr.
Judith Gap	1,309.90			1,309.90	1,309.90		1,309.90
Kalispell	64,961.80		551.44 Cr.	64,410.36	117,150.19	47,541.81	69,608.38
Kevin	7,649.88			7,649.88	7,649.88		7,649.88
Laurel	14,662.09	26,005.00	5,255.97	6,086.94 Cr.	38,527.09	18,609.03	19,918.06
Lavina	1,532.73			1,532.73	1,532.73		1,532.73
Lewistown	45,788.85	20,497.56	390.20 Cr.	24,901.09	49,714.82	20,781.23	28,933.54
Libby	28,017.49	8,313.24		19,704.25	56,880.00	813.24	56,066.76
Lima	9,240.00	4,875.00		4,365.00	9,240.00	4,875.00	4,365.00
Livingston	91,020.97	43,633.10	372.80	47,760.67	105,746.00	45,766.09	59,979.91
Lodge Grass	12,645.00	9,280.00		3,365.00	12,645.00		12,645.00

ANALYSIS OF THE CITY CONSTRUCTION PROGRAM

For the period July 1, 1971 through June 30, 1972

City	Program Funds				Expenditure Funds		
	Available as of 7/1/71	Obligated 7/1/71 thru 6/30/72	Adjustments Over-run or Under-run	Unprogrammed Balance 6/30/72	Available 7/1/71 thru 6/30/72	Cash Expend. 7/1/71 thru 6/30/72	Unexpend. Funds. 6/30/72
Malta	\$ 18,779.89	\$ 6,347.20	\$ 134.75 Cr.	\$ 12,297.94	\$ 19,364.89	\$ 5,074.75	\$ 14,290.14
Manhattan	6,499.62	2,725.00	371.94	4,146.56	7,279.90	3,133.34	4,146.56
Medicine Lake	3,085.00	1,266.00		1,819.00	3,085.00	1,266.00	1,819.00
Melstone	8,145.00			8,145.00	8,145.00		8,145.00
Miles City	57,699.10	28,599.00		29,140.10	62,360.02	8,775.92	53,584.10
Missoula	125,950.03	163,828.00	5,159.29	32,718.68 Cr.	209,078.73	119,954.84	89,123.89
Moore	6,541.80	4,605.00	792.85	2,729.65	6,541.80	3,812.15	2,729.65
Nashua	11,324.50	1,363.00		9,961.50	11,324.50	1,363.00	9,961.50
Neihart	4,208.28	4,261.00		52.72 Cr.	4,208.28	4,261.00	52.72 Cr.
Opheim	8,845.52	1,262.00		7,583.52	8,845.52		8,845.52
Outlook	5,355.00	1,135.00		4,220.00	5,355.00	1,135.00	4,220.00
Philipsburg	18,095.10	6,070.88	15.37 Cr.	12,008.85	19,601.70	6,592.85	13,008.85
Plains	9,846.79	5,076.00		4,770.79	9,846.79	1,701.00	8,145.79
Pleantywood	15,145.60	13,460.20	1,470.33	3,155.73	27,226.71	24,070.98	3,155.73
Plena	4,554.00			4,554.00	4,554.00		4,554.00
Polson	15,249.80	8,225.77		7,023.03	16,634.80	3,609.57	12,935.23
Poplar	17,319.30	9,770.50	62.77 Cr.	7,486.03	19,674.20	2,333.27	17,340.93
Red Lodge	9,540.00	9,976.50	2,187.18 Cr.	2,623.68 Cr.	25,446.50	28,070.18	2,623.68 Cr.
Rexford	10,485.00			10,485.00	10,485.00		10,485.00
Richey	2,250.00	2,250.00		-0-	2,250.00		2,250.00
Ronan	12,387.83	5,150.00		7,237.83	13,685.83	1,298.00	12,387.83
Roundup	7,092.15	4,400.00	570.46 Cr.	2,121.69	22,466.00	20,344.31	2,121.69
Ryegate	4,789.58	2,699.88		2,089.70	6,728.75	4,639.05	2,089.70
Saco	3,154.00	1,000.00		2,154.00	3,154.00		3,154.00
St. Ignatius	4,140.11			4,140.11	4,140.11		4,140.11
Scobey	15,047.63	1,680.00	831.10	14,198.73	22,973.63	8,774.90	14,198.73
Shelby	29,592.22	4,421.00		24,171.22	41,592.22	17,421.00	24,171.22
Sheridan	2,829.29	1,000.00		1,829.29	2,829.29	1,000.00	1,829.29
Sidney	10,440.15	33,146.08	3,440.72	19,256.21 Cr.	37,568.13	28,918.34	8,649.79
Stanford	6,120.00			6,120.00	6,120.00		6,120.00
Stevensville	8,968.00			8,968.00	8,968.00		8,968.00
Sunburst	5,723.64			5,723.64	5,723.64		5,723.64
Superior	13,869.00	4,695.34		9,173.66	13,869.00	4,695.34	9,173.66
Terry	28,450.00	800.00 Cr.		29,250.00	29,250.00		29,250.00
Thompson Falls	14,288.52	10,926.50	1,653.14	5,015.16	21,435.04	9,885.88	11,549.16
Three Forks	16,970.70			16,970.70	16,970.70		16,970.70
Townsend	6,156.46	5,907.00	2,511.96 Cr.	2,262.50 Cr.	6,156.46	8,418.96	2,262.50 Cr.
Troy	4,023.57		612.50 Cr.	3,411.07	8,223.57	4,812.50	3,411.07
Twin Bridges	4,732.35			4,732.35	4,732.35		4,732.35
Valier	5,669.37	7,800.00		2,130.63 Cr.	5,669.37		5,669.37
Virginia City	10,215.00	200.00	29.25 Cr.	9,985.75	10,215.00	229.25	9,985.75
Walkerville	9,090.00			9,090.00	9,090.00		9,090.00
Westby	3,029.15	1,128.00		1,901.15	3,029.15	128.00	2,901.15
West Yellowstone	15,144.60	4,250.00	733.12 Cr.	10,161.48	17,550.00	3,138.52	14,411.48
Whitefish	33,665.00	25,352.00		8,313.00	33,665.00	13,913.00	19,752.00
Whitehall	17,910.00	23,410.00	11,981.83	6,481.83	17,910.00	5,928.17	11,981.83
Wh. Sulphur Spgs.	17,937.62	10,573.50	143.94	7,508.06	17,937.62	10,429.56	7,508.06
Wibaux	7,920.00			7,920.00	7,920.00		7,920.00
Winifred	8,370.00			8,370.00	8,370.00		8,370.00
Winnett	5,261.25	5,349.60		88.35 Cr.	5,261.25	5,349.60	88.35 Cr.
Wolf Point	12,281.58	12,200.00		81.58	12,281.58	12,200.00	81.58
Total Cities	\$2,697,516.57	\$1,090,497.11	\$ 60,446.83	\$ 1,667,466.29	\$3,909,101.31	\$1,615,748.50	\$2,293,352.81

ANALYSIS OF THE COUNTY CONSTRUCTION PROGRAM

For the period July 1, 1971 through June 30, 1972

County	Program Funds				Expenditure Funds		
	Available as of 7/1/71	Obligated 7/1/71 thru 6/30/72	Adjustments Over-run or Under-run	Unprogrammed Balance 6/30/72	Available 7/1/71 thru 6/30/72	Cash Expend. 7/1/71 thru 6/30/72	Unexpend. Funds 6/30/72
Beaverhead	\$ 33,755.64	\$ 29,164.50	\$ 1,487.94 Cr.	\$ 3,103.20	\$ 40,775.76	\$ 31,750.56	\$ 9,025.20
Big Horn	72,079.79	34,337.80	7,013.43 Cr.	30,728.56	81,052.11	46,885.75	34,166.36
Blaine	66,764.78	18,004.77		48,760.01	69,122.30	3,224.27	63,898.03
Broadwater	11,696.92	1,125.22		10,571.70	11,696.92	1,125.22	10,571.70
Carbon	46,465.05	22,637.87		23,827.18	46,465.05	14,597.87	31,867.18
Carter	8,572.20	16,224.73	12.80 Cr.	7,665.33 Cr.	17,572.20	16,237.53	1,334.67
Cascade	48,110.77	36,156.50	460.83 Cr.	11,493.44	80,657.20	59,023.03	21,634.17
Chouteau	78,248.29	50,545.91	52.01	27,754.39	78,248.29	24,788.28	53,460.01
Custer	22,378.52	25,420.39		3,041.87 Cr.	22,378.52	25,420.39	3,041.87 Cr.
Daniels	19,699.29	12,776.18		6,923.11	19,699.29	12,776.18	6,923.11
Dawson	18,339.82	17,122.03		1,217.79	18,339.82	8,874.00	9,465.82
Deer Lodge	12,942.94	17,887.11	12,636.40	7,692.23	17,887.11	10,194.88	7,692.23
Fallon	20,985.53	8,827.18		12,158.35	20,985.53	8,827.18	12,158.35
Fergus	20,999.94	14,370.88	298.03	6,927.09	24,430.03	4,179.77	20,250.26
Flathead	71,993.30	71,340.00	39.10 Cr.	614.20	88,369.59	39,296.67	49,072.92
Gallatin	26,118.67		.38 Cr.	26,118.29	48,435.21	22,316.92	26,118.29
Garfield	50,904.90	7,479.55		43,424.35	55,649.25	12,223.90	43,425.35
Glacier	19,536.00	19,480.00		56.00	19,536.00	13,437.43	6,098.57
Golden Valley	9,031.54	9,141.95	261.70 Cr.	372.11 Cr.	9,031.54	6,147.60	2,883.94
Granite	34,680.00	1,004.30		33,675.70	34,680.00	1,004.30	33,675.70
Hill	50,041.06	46,249.12	1,281.84 Cr.	2,510.10	57,441.06	36,372.90	21,068.16
Jefferson	34,466.77	28,358.96	3,421.54 Cr.	2,686.27	36,666.77	31,780.50	4,886.27
Judith Basin	20,367.40	13,315.70	38.65 Cr.	7,013.05	23,828.00	9,244.25	14,583.75
Lake	26,167.26	10,555.16	1,217.12 Cr.	14,394.98	53,538.23	39,143.25	14,394.98
Levi & Clark	47,006.58	5,350.50 Cr.		52,357.08	59,857.08		59,857.08
Liberty	51,516.00	34,909.92		16,606.08	51,516.00		51,516.00
Lincoln	48,492.31	34,355.10	1,605.80 Cr.	12,531.41	48,492.31	35,960.90	12,531.41
McCone	34,784.38	9,559.41		25,225.24	54,372.52	24,470.29	29,894.24
Madison	26,213.64			26,213.64	26,213.64		26,213.64
Meagher	12,666.89			12,666.89	12,666.89		12,666.89
Mineral	40,320.00			40,320.00	40,320.00		40,320.00
Missoula	45,791.49	2,482.00	2,595.70 Cr.	40,713.79	122,540.01	61,437.07	61,102.94
Musselshell	22,166.11	14,628.75	1,640.00 Cr.	5,897.36	22,166.11	16,268.75	5,897.36
Park	43,455.00	28,675.60	125.18	14,904.58	43,455.00	28,550.42	14,904.58
Petroleum	10,704.00			10,704.00	10,704.00		10,704.00
Phillips	71,805.21	21,702.33	597.80 Cr.	49,505.08	71,805.21	16,994.13	54,811.08
Pondera	5,416.99	23,050.50	11,258.81	6,374.70 Cr.	26,166.99	10,919.19	15,247.80
Powder River	33,118.05	28,699.09		4,418.96	33,118.05	28,699.09	4,418.96
Powell	19,535.77	7,652.00	652.66	12,538.43	26,423.55	6,235.12	20,188.43
Prairie	28,545.44	2,128.08		26,417.36	28,545.44	2,128.08	26,417.36
Ravalli	20,105.07			20,105.07	56,067.33	33,192.13	22,875.20
Richland	32,443.98	31,461.67		982.31	43,489.61	26,543.18	16,946.43
Roosevelt	59,843.38	38,536.80	1,122.78	22,429.36	67,583.38	22,044.72	45,538.66
Rosebud	44,660.65	43,415.57		1,245.08	49,631.99	26,109.80	23,522.19
Sanders	27,965.33	24,400.00	2,491.26	6,056.59	49,315.33	18,858.74	30,456.59
Sheridan	35,475.66	31,992.28		3,483.38	44,727.34	34,870.90	9,856.44
Silver Bow	4,307.18	1,500.00	3,047.09 Cr.	239.91 Cr.	62,161.18	62,421.09	239.91 Cr.
Stillwater	20,980.86	13,455.15		7,525.71	20,980.86	3,585.15	17,395.71
Sweet Grass	18,542.78	18,540.28	3,777.53	3,780.03	18,542.78	14,762.75	3,780.03
Teton	20,506.35	18,605.12	227.89	2,129.12	31,568.53	24,894.41	6,674.12
Toole	30,320.00	45,546.04	14,165.00	1,061.04 Cr.	44,485.10	24,592.06	19,893.04
Treasure	15,022.00			15,022.00	16,672.00		16,672.00
Valley	44,976.14	41,714.63	445.99 Cr.	2,815.52	66,913.49	56,597.97	10,315.52
Wheatland	8,778.02	6,539.13	95.44 Cr.	2,143.45	8,778.02	6,634.57	2,143.45
Wibaux	22,822.10	14,627.00		8,195.10	27,812.00	12,116.90	15,695.10
Yellowstone	95,791.49	85,000.00		10,791.49	95,791.49	20,220.00	75,571.49
Total Counties	\$1,868,425.23	\$1,129,349.49	\$ 21,544.10	\$ 760,620.14	\$2,359,389.01	\$1,099,988.03	\$1,259,400.98

FISCAL YEAR 1972

SUMMARY OF MILEAGE BY SURFACE TYPES - ALL SYSTEMS

Key: Un - Unimproved
 G&D - Graded and Drained
 Gr - Gravel
 BST - Bituminous Surface Treatment
 RMS - Bituminous Road Mix Surface
 PMS - Bituminous Plant Mix Surface
 PCC - P.C. Concrete

	Un	G&D	Gr	BST	RMS	PMS	PCC	Other	Total
<hr/>									
FEDERAL AID HIGHWAY SYSTEM									
Primary (1)	15	33	4	661	2,645	2,897	111	0	6,366
Secondary	204	430	2,387	457	861	1,632	1	0	5,972
Other			14		5	4	1	0	24
Subtotal	219	463	2,405	1,118	3,511	4,533	113	0	12,362
LOCAL SYSTEMS									
Rural	23,998	9,721	27,891	1,788	59	0	0	0	63,457
Municipal	0	197	546	215	1,102	15	23	2	2,100
Subtotal	23,998	9,918	28,437	2,003	1,161	15	23	2	65,557
TOTALS	24,217	10,381	30,842	3,121	4,672	4,548	136	2	77,919
<hr/>									

(1) Includes Interstate System.

FISCAL YEAR 1972

SUMMARY OF MILEAGE BY LOCATION - FEDERAL AID SYSTEMS

Key: Mu - Municipal
Co - County
NF - National Forest
IR - Indian Reservation
MR - Military Reservation
SF - State Forest
NP - National Park
GR - Game Refuge
NM - National Monument

	Mu	Co	NF	IR	MR	SF	NP	GR	NM	Total
Primary (1)	191	5,000	497	580		42	23	33		6,366
Secondary	84	4,918	365	548	1	25	0	30	1	5,972
Other	5	16	3							24
Total	280	9,934	865	1,128	1	67	23	63	1	12,362

(1) Includes Interstate System.

FISCAL YEAR 1972

INTERSTATE HIGHWAYS

Location - I-90 from Lookout Pass on the Idaho State line via Missoula, Butte, Billings and Hardin to the Wyoming State line south of Wyola.

I-15 from Monida Pass on the Idaho State line via Dillon, Butte, Helena, Great Falls and Shelby to the Canadian Border at Sweetgrass with Spurs in Butte and Great Falls.

I-94 from a junction with I-90 near Billings via Miles City and Glendive to the North Dakota State line east of Wibaux.

LENGTH

Present traveled way	1,206.3 miles
Estimated final length	1,188.7 miles

PRESENT SURFACE TYPES (1)

Bituminous Surface Treatment	-0- miles
Bituminous Road Mix	-0- miles
Bituminous Plant Mix	700.0 miles
Portland Cement Concrete	100.3 miles

LANES (1)

Four Lane Highway	550.1 miles
Two Lane Highway (2)	263.3 miles

(1) Completed Sections Only.

(2) Includes 24.0 miles not up to Present Standards.

FISCAL YEAR 1972

NATIONAL FOREST HIGHWAY SYSTEM

Class 1	703 miles	Unimproved	19 miles
Class 2	<u>372 miles</u>	Graded	38 miles
		Graveled	130 miles
Total	1,075 miles	Bitum. Surface	
		Treated	132 miles
		Bitum. Road Mix	181 miles
		Bitum. Plant Mix	574 miles
		P.C. Concrete	<u>1 mile</u>
		Total	1,075 miles
Constructed by State			249 miles
Constructed by FHWA (1)			635 miles
Constructed by Others			6 miles
Unconstructed			<u>185 miles</u>
		Total	1,075 miles

(1) FHWA - Federal Highway Administration

MAINTENANCE

The Maintenance Department is responsible for keeping the Interstate, Primary and selected Secondary road systems in good travel condition. In the past ten years the road mileage requiring maintenance has increased from 6,128 miles in 1962 to 8,111 miles in 1972. An additional 153 miles has been added in fiscal year 1972.

In order to keep pace with our ever-expanding road systems, a growing number of rest areas, new lighting installations, sophisticated traffic control devices, beautification projects, the bridge adequacy program and environmental considerations, we have had to supplement our thin field forces with man-hour-saving equipment wherever and whenever this can be done.

Our objectives are to give the best possible services while taking advantage of every possible economy.

FISCAL YEAR 1971-72
STATE HIGHWAY COMMISSION OF MONTANA
MAINTENANCE EXPENDITURES BY WORK NUMBERS

WORK NO.	WORK DESCRIPTION	GEN. & SP. MAINTENANCE	BETTERMENTS	TOTAL
01	Dirt Surface	\$ 13,657.01		\$ 13,657.01
02	Gravel Surfaces	10,279.84		10,279.84
03	Concrete Surfaces	10,293.92		10,293.92
04	Oiled Surfaces	3,793,937.54		3,793,937.54
05	Heat or Plane Oil Surface	484.41		484.41
06	Stockpile or Site Screening	3,957.95		3,957.95
10	Brush Cutting	22,833.56		22,833.56
11	Shoulders & Approaches	205,680.62		205,680.62
12	Slopes, Ditches & Small Drainage	305,164.99		305,164.99
13	Sidewalk & Foot Paths	771.96		771.96
14	R/W & Station Markers	782.37		782.37
15	R/W Fence	11,284.24		11,284.24
16	Slide & Washout Repairs	154,525.68		154,525.68
17	Weed Control Chemical	143,032.08		143,032.08
18	Weed Contro & Mowing	253,371.16		253,371.16
19	Seeding	563.04		563.04
20	Aerial or Ground Photography	106.87		106.87
21	Minor Structures	6,431.22		6,431.22
22	Bridges over 20 feet	100,974.22		100,974.22
23	Underpasses	4,645.22		4,645.22
24	Riprap, Jetties, Walls, etc.	21,761.07		21,761.07
25	Concrete Curbing	6,781.31		6,781.31
26	Bridge Painting	5,247.52		5,247.52
27	Bridge Inspection	5,030.47		5,030.47
30	Patrolling Roads	184,828.53		184,828.53
31	Guard Rail & Guide Posts	58,970.09		58,970.09
32	Signs	402,196.61		402,196.61
33	Signals	8,777.61		8,777.61
34	Historical Markers	4,783.26		4,783.26
35	Traffic Lines	768,033.88		768,033.88
36	Roadside Tables & Campsites	15,012.09		15,012.09
37	Detours	303.31		303.31
38	Lights & Lighting	91,012.94		91,012.94
39	Delineator Replacements	112,944.96		112,944.96
40	Sign Vandalism	20,192.50		20,192.50
41	Snow Removal	1,945,617.16		1,945,617.16
42	Snow Fence	45,876.55		45,876.55
43	Sanding Icy Surfaces	1,149,732.28		1,149,732.28
44	Chemical Treatment of Ice	76,504.02		76,504.02
45	Beautification Projects	51,847.35		51,847.35
46	Littering of Highways	137,067.23		137,067.23
47	Other Traffic Services	29,808.78		29,808.78
48	Rest Areas	5,567.84		5,567.84
49	Litter Barrel Expense	104,491.80		104,491.80
51	Rental, Light, Heat, Power & Telephone	137,236.24		137,236.24
52	Heat for Road Oil Tanks	41,996.98		41,996.98
53	Fence Erection & Repair	26,105.33		26,105.33
54	Water Wells	14,741.98		14,741.98
56	Improvement Taxes	199.13		199.13
58	Maintenance of Yards	126,387.12		126,387.12
60	Grading & Graveling			
70	Oiling, Plant Mix, Road Mix, etc.		\$ 696,307.00	696,307.00
80	Oiling-Penetration		12,477.75	12,477.75
90	Oiling-Sealing		475,218.68	475,218.68
	T O T A L S	\$10,641,833.94	\$1,184,003.43	\$11,825,837.37

SUMMARY OF DIRECT MAINTENANCE COSTS BY DIVISION

FISCAL YEAR 1971-72

<u>DIVISION</u>	<u>MILES</u>	<u>TOTAL COST</u>	<u>COST PER MILE</u>
Missoula	829	\$ 1,658,588.02	\$2,007.09
Kalispell	637	1,468,740.91	2,305.72
Butte	1,086	1,698,372.47	1,563.88
Bozeman	644	820,473.68	1,274.03
Great Falls	777	1,188,979.58	1,530.22
Havre	570	837,832.29	1,469.88
Glendive	602	638,389.22	1,060.45
Wolf Point	633	744,889.54	1,176.76
Billings	911	1,045,990.99	1,148.18
Miles City	645	761,242.76	1,180.22
Lewistown	777	962,337.91	1,238.53
TOTALS....	8,111	\$11,825,837.37	\$1,458.00

ADVERTISING

Goal: Encourage travel to and within the State by out-of-State visitors. The department is responsible for advertising and publicity to attract a steadily increasing number of visitors and vacationers into Montana.

Objectives: Acquaint out-of-State residents with the attractions of the State by supplying attractive maps, brochures and other publications describing the many points of interest.

Achievements: In 1972, the advertising program was expanded, using more outdoor, radio and TV, and was tied into the 100th anniversary of Yellowstone National Park. On a five-state radio trade-out, Montana received over \$10,000 worth of spots from Omaha alone for a \$1,500 investment.

Three 16mm half-hour movies are circulating through the United States, Canada, Japan and Europe. Each film will be seen by 17 million viewers in a three year period.

A new ski movie, sponsored by the State Advertising Unit and the Montana Power Company, is being prepared for TV with a 17 million home distribution in two and a half years. This film will be ready for release September, 1973.

The film, MONTANA, LAND OF THE BIG SKY won a Cine Golden Eagle Award in Washington, D.C., and the Sunset Film Festival in Los Angeles for being "The best domestic travel film by a government agency in the United States."

In commemoration of Yellowstone's Birthday, a hundred thousand brochures were printed showing four major routes between the two parks in an effort to swing Yellowstone traffic north to Glacier.

Montana is now bringing in four editors, including a winter writer, each year. National Geographic and Better Homes and Gardens were hosted last summer plus a free-lance winter editor last winter. Montana also participated in four travel shows through the Pacific Northwest Travel Association.

OLD WEST TRAIL - (Montana, Wyoming, North and South Dakota, Nebraska) -- Conoco distributed 800,000 Old West Trail fliers to credit card holders in 48 states this spring.

Four times in 1971 and 1972 the Advertising Unit co-operated with Chuck Barris Productions of Hollywood to award a Montana trip to winners of the ABC-TV show...THE DATING GAME.

A new winter booth, designed in three modular 10-foot sections was used for the first time at the Minneapolis Winter Ski Show in October, 1972. It was planned to give the flexibility of one large booth or three small booths to cover three different locations when necessary.

Plans include the production of a map-booklet again in 1973, with 38 pages, as was done in 1970-1971. This booklet won national honors in Los Angeles and is a real help to out-of-State travelers.

Performance Indicators: Department-placed inquiries are running 20% ahead of 1971. Total inquiries should be about 300,000 by December 31, 1972.

The addition of a photographer has been a help in the publicity operation. Photo stories have appeared through NEA, UPI and AP.

On a phone spot-check of key attractions in the state, Montana shows a 10% gain, overall, for the summer of 1972 over 1971. This is 5% higher than the 1971 over 1970 period gain. If highway count figures reflect this increase overall, it can mean that 1972 out-of-State visitations brought in 14.5 million dollars more to the state than in 1971.

STATE MOTOR POOL PROGRAM

The present State Motor Pool program has been in operation since July 1, 1971, and the statistics for the first full year of operation ending June 30, 1972, showed 1,951 vehicles operated a total of 22,853,328 miles at a total cost of \$3,531,644.11.

The over-the-road vehicles from all State agencies were taken into the Motor Pool with the exception of those from the Fish and Game Commission, Employment Security Commission, Public Welfare Department and the Superintendent of Public Instruction Department in deference to claims by these agencies that their respective Federal funds would be jeopardized by participation in the Motor Pool program. Our Legal Division is attempting to resolve this problem.

The Motor Pool fleet was increased by 133 vehicles during the year to provide for the expansion of some agencies, and the complete outfitting of others which had no State-owned vehicles previously, and were using privately-owned units.

The insurance premium for the State Motor Pool fleet for fiscal year 1973 was reduced from the fiscal year 1972 premium in the amount of \$17,676.03 in spite of the 133 vehicle increase in the fleet. The insurance carrier advises that this decrease in premium rates was mostly attributable to the first year operation record of the State Motor Pool.

The State Motor Pool operation has revealed that many State agencies have not been realistic in recognizing their total transportation costs. In many cases, depreciation reserve or cost of vehicle replacement has not been recognized as a direct transportation cost and the assignment of a portion of administrative costs to transportation is a rarity if existent at all.

The establishment of realistic total transportation cost rates has resulted from the State Motor Pool operation, and the resultant passenger car rental rate should be recognized by a review of the statutory rate allowed for personal car usage if the State is to reap the many benefits of a total fleet operation.

Please see item on litigation in cover letter.

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

GENERAL OPERATIONS

OBJECT OF EXPENDITURE

Personal Services	\$2,316,345
Operations	1,870,717
Capital	247,545
Grants and Benefits	879,743
Total Expended	\$5,314,350

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$3,810,340
Federal and Private Revenue	
Fund	
State Highway Account	621,243
Revolving Accounts	882,767
TOTAL FUNDING	\$5,314,350

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

PRECONSTRUCTION

OBJECT OF EXPENDITURE

Personal Services	\$3,278,699
Operations	2,290,586
Capital	3,279,248
Grants and Benefits	-0-
Total Expended	\$8,848,533

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$4,049,781
Federal and Private Revenue Fund	
State Highway Account	4,798,797
Revolving Accounts	(45)
TOTAL FUNDING	\$8,848,533

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

CONSTRUCTION

OBJECT OF EXPENDITURE

Personal Services	\$10,058,793
Operations	77,606,305*
Capital	510,274
Grants and Benefits	3,550,747
Total Expended	\$91,726,119

*Contractor Payments.....75,067,100

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$ 5,355,299
Federal and Private Revenue	
Fund	
State Highway Account	86,398,172
Revolving Accounts	(27,352)
TOTAL FUNDING	\$91,726,119

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

MAINTENANCE

OBJECT OF EXPENDITURE

Personal Services	\$ 7,716,239
Operations	6,036,511
Capital	1,262,103
Grants and Benefits	-0-
Total Expended	\$15,014,853

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$15,014,853
Federal and Private Revenue	
Fund	
State Highway Account	-0-
TOTAL FUNDING	\$15,014,853

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

ADVERTISING

OBJECT OF EXPENDITURE

Personal Services	\$ 58,359
Operations	524,027
Capital	17,765
Grants and Benefits	-0-
Total Expended	\$ 600,151

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$ 600,151
TOTAL FUNDING	\$ 600,151

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

REVOLVING ACCOUNTS

OBJECT OF EXPENDITURE

Personal Services	\$ 103,437
Operations	520,257
Capital	12,163
Grants and Benefits	-0-
Total Expended	\$ 635,857

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$ (539)
Revolving Account	636,396
TOTAL FUNDING	\$ 635,857

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

STATE WIDE BUILDINGS

OBJECT OF EXPENDITURE

Personal Services	\$	224
Operations		132
Capital		21,271
Total Expended	\$	21,627

SOURCE OF FUNDING

Earmarked Revenue Fund		
State Highway Account	\$	21,627
TOTAL FUNDING	\$	21,627

PROJECT COSTS BY OBJECT OF
EXPENDITURE AND SOURCE OF FUNDING
1971-72 Fiscal Year

PROGRAM

SUMMARY OF ALL PROGRAMS

OBJECT OF EXPENDITURE

Personal Services	\$ 23,532,096
Operations	88,848,535
Capital	5,350,369
Grants and Benefits	4,430,490
Total Expended	\$122,161,490

SOURCE OF FUNDING

Earmarked Revenue Fund	
State Highway Account	\$ 28,851,512
Federal and Private Revenue	
Fund	
State Highway Account	91,818,212
Revolving Accounts	1,491,766
TOTAL FUNDING	\$122,161,490

APPORTIONMENT OF STATE CONSTRUCTION FUNDS

Montana law requires that State highway construction funds be divided among the different systems and among the financial districts, counties and urban cities on the basis of prescribed formulas. The tables on this page show the distribution percentages for the fiscal years ending June 30, 1972 and June 30, 1973.

INTERSTATE SYSTEM

Financial District	Counties	Percentages for	
		<u>FY 1972</u>	<u>FY 1973</u>
2	Toole	2.9715	3.0783
4	Dawson, Prairie, Wibaux	6.5766	6.5673
6	Cascade, Pondera, Teton	9.1131	8.3648
7	Broadwater, Jefferson, Lewis & Clark	14.2214	14.6992
8	Granite, Mineral, Missoula, Powell	24.8234	25.4550
9	Beaverhead, Deer Lodge, Madison, Silver Bow	13.6141	13.1890
10	Gallatin, Park, Sweet Grass	7.4372	7.6054
11	Big Horn, Stillwater, Treasure, Yellowstone	16.0893	15.6136
12	Custer, Rosebud	5.1534	5.4274
		<hr/>	<hr/>
	TOTAL	100.0000	100.0000

The Interstate System does not enter Financial Districts: 1, 3 and 5 and some counties in other Districts.

PRIMARY SYSTEM

(Based on Deficient Highway Mileage)

Financial District	Counties	Percentages for	
		<u>FY 1972</u>	<u>FY 1973</u>
1	Flathead, Lake, Lincoln	11.2264	10.9701
2	Blaine, Glacier, Hill, Liberty, Toole	6.6356	6.4135
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	9.1866	8.5742
4	Dawson, McCone, Prairie, Richland, Wibaux	7.1114	7.3591
5	Fergus, Garfield, Petroleum	7.2076	7.0260
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	8.9032	8.7555
7	Broadwater, Jefferson, Lewis & Clark	6.4079	6.0608
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.7810	10.8672
9	Beaverhead, Deer Lodge, Madison, Silver Bow	5.6638	6.0216
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	7.9617	8.2901
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	9.4852	9.8530
12	Carter, Custer, Fallon, Powder River, Rosebud	9.4296	9.8089
	TOTAL	<u>100.0000</u>	<u>100.0000</u>

Percentages shown exclude Primary System mileage
located on Interstate System.

SECONDARY SYSTEM

(Based on land area, rural road mileage, rural population and rural land value.)

Financial District	Counties	Percentages for	
		<u>FY 1972</u>	<u>FY 1973</u>
1	Flathead, Lake, Lincoln	9.0626	9.2503
2	Blaine, Glacier, Hill, Liberty, Toole	10.9462	10.9298
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	10.3766	10.2917
4	Dawson, McCone, Prairie, Richland, Wibaux	6.5922	6.5615
5	Fergus, Garfield, Petroleum	5.0645	5.0612
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	12.3053	12.3105
7	Broadwater, Jefferson, Lewis & Clark	3.8419	3.8515
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	9.9144	10.0100
9	Beaverhead, Deer Lodge, Madison, Silver Bow	6.4508	6.4187
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	6.5783	6.5897
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	11.2619	11.2329
12	Carter, Custer, Fallon, Powder River, Rosebud	7.6053	7.4922
STATE TOTAL		<u>100.0000</u>	<u>100.0000</u>

URBAN SYSTEM

(Based on Urban Population of 5,000 or More)

<u>Urban City</u>	Percentages for	
	<u>FY 1972</u>	<u>FY 1973</u>
Anaconda	3.5474	3.5474
Billings	22.3573	22.3573
Bozeman	6.7783	6.7783
Butte	8.4839	8.4839
Glasgow		
Glendive	2.2891	2.2891
Great Falls	21.8163	21.8163
Havre	3.8331	3.8331
Helena	8.2522	8.2522
Kalispell	3.8215	3.8215
Lewistown	2.3370	2.3370
Livingston	2.4990	2.4990
Miles City	3.2759	3.2759
Missoula	10.7090	10.7090
	<hr/>	<hr/>
TOTAL	100.0000	100.0000

